



12020  
1500

# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590  
*Library*

OCT 27 1969

FOR RELEASE SATURDAY  
October 4, 1969

DOT -- 21569  
Section Hq 6104 Phone: (202) 963-5154

Safety regulations for the design, construction, operation, and maintenance of nearly 200,000 miles of pipelines carrying liquid hazardous materials were issued today, Secretary of Transportation John A. Volpe announced.

The regulations, set by the Department of Transportation's Hazardous Materials Regulations Board, will become effective April 1, 1970. The new rules are printed in today's Federal Register.

The regulations cover pipelines carrying hazardous liquids such as crude oil, kerosene, gasoline, liquefied petroleum gas and liquefied anhydrous ammonia.

Volpe said the new regulations "generally are performance requirements rather than detailed specification-type standards. In this manner, safety objectives can be reached without impeding future industry innovations."

The Department proposed the regulations in July 1968 and provided for comments by interested parties.

Some questions raised by the comments remain unresolved. These include: definitions of "internal design pressure" and "maximum operating pressure;" internal pressure design, including minimum wall thickness; operating pressure limit; and hydrostatic testing.

To resolve these questions, the Federal Railroad Administration will hold a public hearing at 10:00 a.m., November 18, in Washington, D.C.

All communications concerning the hearing should be addressed to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street, S.W., Washington, D.C. 20590.

Any person wishing to make oral statements at the hearing should notify the Secretary of the Hazardous Materials Regulations Board by November 12, stating the amount of time required for his initial statement.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

OCT 8 1969

*Section Hq 810A*

FOR IMMEDIATE RELEASE  
Monday, October 6, 1969

DOT -- 21869  
Phone: (202) 963-5154

The Department of Transportation today asked the Civil Aeronautics Board to broaden its air taxi exemption to permit commuter air carriers to operate 50 to 60 passenger short (STOL) or vertical (VTOL) take off and landing aircraft in intercity service.

The Department's position was made in a brief filed with a CAB hearing examiner in a proceeding (Docket No 19078) to determine the feasibility of city-center to city-center air transportation in the Boston to Washington, D.C. transportation corridor.

The various parties to the proceeding, the Department said, "have worked long and hard to bring together all available information, and have procured a searching and detailed record, but the answers are still unclear.

"The economic viability of a fully-mounted STOL or VTOL system has yet to be demonstrated, and, while necessary advances in vehicle and navigation technology are undoubtedly feasible, there is no certainty that the industry will spontaneously commit itself to the development and production of improved hardware without a better showing of the system's economic potential."

Congestion in the Northeast Corridor continues to be a problem and relief is badly needed, the Department noted. A decision in this proceeding which would effectively defer metroflight service until an optimal system is available could, paradoxically, preclude successful city-center air transportation, the Department said.

- more -



If metroflight service is ever to become a useful form of transportation, the Department's brief continued, "it must be established as quickly as possible at whatever level the present state of the art will support."

It is the view of the Department of Transportation, the brief stated, "that the issues posed in this investigation are simply not susceptible of resolution in an orthodox evidentiary proceeding. We believe now that valid planning decisions will be possible only after metroflight service has been tested in the real world. The regulatory scheme we urge the Examiner to recommend would produce the most favorable environment for such an experiment."

The Department recommended that the air taxi exemption be expanded for an experimental period, perhaps until 1985, to permit service by any commuter air carrier using aircraft having a passenger capacity of not more than 50 or 60 persons and certified for operations on runways having a maximum length of 2000 feet.

The exemption, the Department said, should also provide: that at least one terminal point be a "metroport"; no airport is serviced which has air carrier service and which is designated as a high-density airport except on a completely non-interfering basis, both in the air and on the ground; and no service may commence between cities for which air carrier service is certified unless prior authorization is obtained from the Board.

####



# DEPARTMENT OF TRANSPORTATION

TAD-49

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FDA Library

FOR RELEASE WEDNESDAY  
October 8, 1969

OCT 9 1969

DOT--21969  
Phone: (202) 962-8413

Section 84 0101

Secretary of Transportation John A. Volpe, Chairman of the 1969-70 Combined Federal Campaign, has named three high level Federal officials as his co-chairmen in the effort to raise \$7,403,207 among Federal Government employees living in the National Capital area.

The three co-chairmen are Secretary of the Navy John H. Chafee, NASA Administrator Thomas O. Paine and Civil Service Commissioner James E. Johnson.

They will lead a team of 20,000 volunteers in the sixth annual fund drive among Washington area government workers. The drive begins October 15 and ends November 25.

This year's CFC goal is the highest ever set and the funds will be distributed to the United Givers Fund, National Health Agencies and International Service Agencies.

"The agencies responding to increased demands for health and welfare services in the communities within the National Capital area depend upon the generous support of the great number of Federal employees living within the communities served," Volpe said.

The Combined Federal Campaign enables government employees to conduct one on-the-job fund drive each year, thus avoiding repeated solicitations.

CFC contributions in all past campaigns have represented nearly 50 percent of the money raised by the area's United Givers Fund.

For further information: Bob Bannon  
Campaign Director  
962-8413

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

OCT 9 1969

FOR IMMEDIATE RELEASE

Wednesday, October 8, 1969

Section Hq 8104 DOT--22069

Phone: (202) 962-8411

The Department of Transportation today announced its routine quarterly release of highway funds for obligation by the States with the understanding that the States voluntarily make contract deferments in line with President Nixon's anti-inflation policy.

Secretary of Transportation John A. Volpe said the fund release was made "with the belief that the States could make substantial project deferrals voluntarily during the current quarter and the balance of the fiscal year to reduce the level of spending and assist in reaching national anti-inflation goals."

The second quarter obligation release totalled \$1.26 billion, the same as for the first quarter of the fiscal year. The individual State's share of the funds also was identical to their share in the first quarter release.

The State-by-State breakdown follows:

(over)



U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

Distribution of \$1,260 Million of Federal-Aid  
Highway Funds Available for Obligation During the  
Second Quarter of Fiscal Year 1970

Effective October 1, 1969  
(Thousands of Dollars)

State	Amount (\$1,260,000)
Alabama	\$ 23,281
Alaska	11,841
Arizona	17,705
Arkansas	9,689
California	103,369
Colorado	17,610
Connecticut	19,900
Delaware	3,561
Florida	22,773
Georgia	25,148
Hawaii	13,471
Idaho	9,298
Illinois	64,648
Indiana	25,031
Iowa	15,661
Kansas	13,527
Kentucky	20,610
Louisiana	27,159
Maine	8,254
Maryland	22,248
Massachusetts	28,940
Michigan	48,710
Minnesota	27,562
Mississippi	13,916
Missouri	26,090
Montana	21,543
Nebraska	8,386
Nevada	8,249
New Hampshire	6,457
New Jersey	32,620
New Mexico	13,367
New York	64,614
North Carolina	19,152
North Dakota	8,630
Ohio	52,179
Oklahoma	12,589
Oregon	23,932
Pennsylvania	60,667
Rhode Island	6,453
South Carolina	13,793
South Dakota	8,634
Tennessee	28,481
Texas	63,830
Utah	15,796
Vermont	7,576
Virginia	27,862
Washington	31,448
West Virginia	33,946
Wisconsin	15,259
Wyoming	7,999
District of Columbia	18,323
Puerto Rico	2,213



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
October 8, 1969

DOT -- 21669  
Phone: (202) 963-5154

Section HQ 0101

A uniform marking and coding system to insure unimpeded international and domestic interchangeability of cargo containers is recommended in a report released today by Secretary of Transportation John A. Volpe.

The report is titled Study and Analysis of Identification and Marking Systems for Intermodal Containers. It was prepared for the Department of Transportation by Systems Analysis and Research Corporation of Cambridge, Massachusetts.

Identification and marking standards could provide a system for easy identification of cargo containers moving in international and domestic traffic. The markings would identify the container owner's name and unit serial number, type and size of the container and the country of origin.

The study evaluated the container marking standards approved by the MH-5 Container Standards Committee of the United States of American Standards Institute and recommended the following modifications:

- Including a visual check digit to permit verification of the container owner's code and unit serial number.
- Placing a greater emphasis on height rather than length in the container size code.
- Establishing a nongovernmental organization to assign unduplicated ownership codes on a systematic basis to container and transportation equipment owners.
- Publishing container registers on a national basis, rather than international, to simplify organization and publishing tasks as well as use.

Copies of the report are available from the Clearinghouse for Federal, Scientific and Technical Information, 5285 Port Royal Road, Springfield, Virginia 22151.

####

FOR RELEASE MONDAY  
October 13, 1969

DOT -- 22169  
Phone: (202) 963-5154

The Department of Transportation has awarded a \$39,900 contract to Informatics, Inc., of Bethesda, Maryland, to develop a basis for a standardized transportation commodity description and coding system, Secretary of Transportation John A. Volpe announced today.

Informatics will study commodity descriptions, codes and statistics, including tariff descriptions and codes used in railroad, highway, air and ocean transportation. The work will be done for the Department of Transportation's Office of Facilitation.

The project will gather information for developing a common description and coding system to facilitate the interchange of commodities between different forms of transportation.

####





# DEPARTMENT OF TRANSPORTATION

*February*  
**NEWS**  
*for-103-shut*

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY - 3:00 P.M.  
October 13, 1969

DOT -- 22269  
Phone: (202) 963-5154

A contract for \$165,908 to study the total investment in aeronautical research and development in the United States since 1945 was announced today by Secretary of Transportation John A. Volpe.

The six-month study will be conducted by the Booze-Allen Applied Research, Inc., of Bethesda, Maryland.

The investment study is one of the initial phases of a comprehensive Civil Aviation Research and Development Policy Study recently begun by the Department's Office of Research and Technology.

The prime objective of the policy study, a joint effort funded by the Department of Transportation and the National Aeronautics and Space Administration, is to develop methods of assessing the national benefits which accrue from research and development expenditures.

"In other words," said Secretary Volpe in announcing the project, "we are attempting to determine where money can best be spent in research for the greatest benefit to the people and economy of the nation."

#####



# DEPARTMENT OF TRANSPORTATION

TAD-49

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

PA & Library

OCT 16 1969

FOR RELEASE THURSDAY, 3:00 P.M.  
October 16, 1969

DOT - 22369

Phone: (202) 962-3928  
Section Hq 810A

The Department of Transportation today asked Congress for broad regulatory authority over all major areas of railroad safety and to provide the means for an immediate rail safety research program.

Secretary of Transportation John A. Volpe, in a letter transmitting the proposed legislation to the President of the Senate and Speaker of the House, said existing rail safety statutes "are inadequate to enable the government to respond properly to the growing rail accident problem."

Most of the safety laws currently in force were enacted from 50 to 75 years ago.

Over the past seven years, Secretary Volpe said, there has been a steady, rising trend in railroad accidents, particularly derailments. "Of special concern," he said, "is the growing incidence of accidents involving hazardous materials."

Since 1963, the accident rate has increased 66 percent to a monthly average of 700 train accidents. During this period, 45 communities had citizens evacuated when an explosion or fire resulting from a train derailment threatened the town.

Present statutes, Secretary Volpe said, are addressed only to particular hazards and do not reach the prime causes of most rail accidents -- defects in track and roadbed, equipment failures, and employee factors.

Another cause of concern, the complex problem of grade crossing safety, would be investigated during a one-year study proposed by the Department of Transportation bill. The study would consider the large number of crossings, the high costs involved in protecting or separating them and the high fatality rate in accidents at the crossings.

-more-



Under the Department's bill, the Secretary of Transportation would be given the authority to prescribe safety requirements for railroad safety. These would include safety standards with respect to the performance of track and roadbed, rolling stock and signal systems as well as qualifications of employees. The newly-developed safety requirements could be modified and revised to respond to changing and evolving situations.

A key section of the bill would authorize the Department to conduct an immediate research program on contributing causes of rail accidents. It would be the first Federal move to couple rail safety research with regulation.

Existing rail safety statutes would be repealed. Their substantive safety requirements, however, as well as all outstanding orders, rules, regulations, standards, requirements and permits, would be continued in effect as Departmental regulations until changed.

The problems associated with transporting hazardous materials were addressed in another major section of the bill. It calls for the Secretary to set up a central reporting system for hazardous materials accidents "to provide technical and other information and advice to the law enforcement and fire fighting personnel of communities and the carriers and shippers. . ." The proposed control center would be set up to assist in accidents involving all modes of transportation.

Other elements of the hazardous materials section would authorize the Secretary to: (1) establish the necessary facilities and technical staff to evaluate the hazards of shipping hazardous materials of all kinds, and (2) conduct an accelerated review of all aspects of hazardous materials transportation.

In his letter, Secretary Volpe singled out the assistance of the Special Task Force on Railroad Safety in developing the proposed bill. He said the bill was based on the group's June 30 recommendations and later consultations with Task Force representatives. The Task Force, headed by Federal Railroad Administrator Reginald N. Whitman, was made up of representatives of railroad labor, management and state regulatory commissions and was appointed by Volpe in April to study the overall rail safety problem.

Volpe said the proposed bill "envisages the continuation of the same cooperative approach." He explained that it proposes a Railroad Safety Advisory Committee, made up of representatives of management, labor, the state regulatory commissions and the public "to advise and make recommendations to the Department in the development of safety standards and concerning railroad safety generally."

In addition, the bill encourages maximum cooperation between the Federal Government and various state governments "in order to promote railroad safety in a practicable and economic manner." To do this, the Secretary would have the authority to obtain inspection services from the states and authorize Federal funds to perform such functions.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY  
October 19, 1969

DOT -- 21769  
Phone: (202) 963-5154

Section 820A

Clocks in 47 of the 50 states should be turned back one hour at 2:00 a.m., Sunday, October 26, the Department of Transportation reminds all United States residents and visitors.

Under the terms of the Uniform Time Act, clocks across the nation, except in Arizona, Hawaii, and Michigan were advanced one hour on April 27.

The Uniform Time Act was passed by the Congress in 1966 to reduce the bewildering and costly confusion caused by the multitude of daylight saving time practices that were being observed in the United States. Under the terms of the 1966 Act, time will again be advanced one hour before next April.

A six-month period of advanced time from the last Sunday in April to the last Sunday in October was decided upon by the Congress in the 1966 Act because those were the dates in use by 90 percent of the 100 million Americans who were then observing daylight saving time.

The 1966 Act, however, permits any state to exempt itself from the observance of advanced time, but only if it exempts the entire State. The Arizona and Hawaii legislatures acted in 1967 to exempt their States and in November of 1968, Michigan became the third State to exercise the option.

The Department of Transportation, designated by the Congress to set time zone boundaries, recently made a change in the Central-Mountain time zone boundary in western Kansas that becomes effective at the same time the Nation goes off advanced time on October 26. The boundary is being moved to the west and puts all of Kansas in the Central time zone except the counties of Sherman, Wallace, Greeley, Hamilton, and Kearny which remain in the Mountain time zone.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, October 20, 1969

DOT -- 22669  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe has established a Department of Transportation Task Force on Hazardous Materials to review the Department's organizational responsibilities for transporting such materials.

The group will make an in-depth examination of the roles, relationships and statutory responsibilities of various offices throughout the Department and recommend the most appropriate organization to strengthen the Department's program.

"Responsibility and authority for the safe movement of hazardous materials is presently diffused throughout the Department," Secretary Volpe said. "If the Department of Transportation is to use its resources effectively, we must make certain that we have the organization best suited to getting the job done."

In addition to Secretary Volpe, responsibility and authority for the safe movement of hazardous materials is vested by law with the Administrators of the Federal Railroad Administration, Federal Aviation Administration, and Federal Highway Administration, as well as the Commandant of the United States Coast Guard.

John L. McGruder, who heads the Secretary's Office of Management Systems, is director of the task force, which was directed to make its recommendations by the end of the year.

####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

AAA Library

NOV 7 1969

FOR RELEASE MONDAY  
October 20, 1969

DOT -- 22569  
Phone: (202) 963-5154

The Department of Transportation has told the Civil Aeronautics Board that both the public and the airlines would be better off if international air fares were based on rates which decreased with distance.

In a statement of position filed with the CAB, the Department said that in a jet-age fare structure fares should reflect costs and passengers should pay for services rendered. "If a traveler chooses to travel by a circuitous route -- let him pay for it," the Department said. "If he stops over at an intermediate point, let him pay reasonable stopover charges."

At present, the Department noted, "normal fares make no additional charge for circuitry and stopover privileges, even though such privileges are expensive to the carriers."

Since the carriers' cost for accommodating these privileges is built into the fare structure, the basic passenger -- flying from one U.S. point to one point in Europe -- subsidizes those passengers using stopover and circuitry privileges, the Department pointed out.

The CAB proceeding (Docket No 20781) in which the Department's position was filed on October 14, involves, among other things, a proposed increase in fares for economy passengers. It is unreasonable, the Department said, for point-to-point, no stopover passengers to be asked to pay still higher fares.

Added revenues can be more fairly obtained, or carrier costs lessened, by imposing additional charges for circuitry or stopovers or by eliminating such privileges altogether.

"Until such steps are taken," the Department said, "increases of economy fares should be found not to be in the public interest."

The International Air Transport Association (IATA) carriers should seek to develop fares more closely reflecting costs before seeking a general fare increase and the American carriers -- Pan American Airways and Trans World Airlines -- have not shown that economy fares do



not cover fully allocated costs, the Department said. Thus, the IATA agreement which would eliminate the five percent discount on the round-trip economy fares should be disapproved as adverse to the public interest the Department said.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*Library  
103 McGowan*

FOR RELEASE MONDAY  
October 20, 1969

DOT -- 22469  
Phone: (202) 963-5154

Twenty-one members of the Department of Transportation will be honored October 22 for heroism and outstanding accomplishments at the Department's second annual Awards Day Program.

Six members of the United States Coast Guard will be honored for heroism, three employees of the Federal Aviation Administration will be cited for valor and 18 members of the Department of Transportation will get awards for outstanding or meritorious achievement.

Secretary of Transportation John A. Volpe will present the medals and awards on the third anniversary of the signing of the Act that created the Department of Transportation.

"Our purpose at Awards Day will be to honor unusual people in the Department of Transportation -- men and women who are demanding of themselves and are impatient with mediocrity -- men and women who are comfortable only with excellence," Secretary Volpe said.

"Also, and as equally an important purpose, will be that of paying tribute to men who have demonstrated uncommon courage, and this is the best that can be said of any man."

The ceremony at 10 a.m. on October 22, will be held in the Departmental Auditorium on Constitution Avenue, between 12th and 14th Streets, N.W.

Four members of the Coast Guard will be awarded the Silver Star Medal for gallantry while serving in Vietnam.

They are Lieutenant Commander Lonnie L. Mixon of Mobile, Alabama; Lieutenant Lance A. Eagan of Hartford, Connecticut; Engineman First Class Robert J. Yered of Roxbury, Massachusetts, and Gunner's Mate First Class Willis J. Goff of Ravenel, South Carolina.

Lieutenant George H., Brown, III, of Braintree, Massachusetts, will be awarded the Legion of Merit for exceptionally meritorious conduct during abatement and recovery operations following the oil pollution of the Santa Barbara, California, Channel.



Dental Technician Third Class Kenneth E. Crosby of Torrance, California will receive the Coast Guard Medal for rescuing two persons from drowning in the surf off Monterey, California.

The Award for Valor, the highest Departmental award for acts of heroism, will be presented by Secretary Volpe to three employees of the Federal Aviation Administration.

They are Dale Jones of Moses Lake, Washington, Carmen Rossi and Warren Sauerheber of Atlantic City, New Jersey.

Deputy Director of Public Roads Edgar Swick of the Federal Highway Administration in Washington will receive the Secretary's Award for Outstanding Achievement.

Seventeen employees of the Department of Transportation will receive the Secretary's Award for Meritorious Achievement.

They are James Minor, Assistant General Counsel for Regulation, Office of the Secretary in Washington, Robert Prestemon, Director, Office of Budget, Office of the Secretary in Washington; Dana Scott, Management Analyst, Office of the Secretary in Washington; Steven Tani, Office of Systems Requirements, Plans and Information, Office of the Secretary in Washington, Earl Anderson, Acting Associate Administrator for Personnel and Training, Federal Aviation Administration in Washington.

Also, James Campbell, Chief, Flight Instructor Refresher Unit, Federal Aviation Administration in Oklahoma City, Oklahoma; Henry Newman, Southwest Regional Director, Federal Aviation Administration in Fort Worth, Texas; James Rudolph, Director, Flight Standards Service, Federal Aviation Administration in Washington, Henry Tenney, Fiscal Assistant to Comptroller U.S. Coast Guard in Washington; Stanley Thoroughman, Marine Information Specialist, U. S. Coast Guard in St. Louis, Missouri; and Joe Ware, Electronics Engineer, U. S. Coast Guard in Alexandria, Virginia.

Also, Carleton Garrett, formerly Division Engineer, Federal Highway Administration in Boston, Massachusetts (posthumously); John Hanson, formerly Regional Administrator, Federal Highway Administration in Delmar, New York (posthumously); Lester Herr, Chief, Hydraulics Branch, Federal Highway Administration in Washington; Ethel Lawson, Personnel Management Specialist, Federal Highway Administration in Washington; Harry Stark, Regional Administrator, Federal Highway Administration in Atlanta, Georgia; and George Williams, Director of Engineering and Operations, Federal Highway Administration in Washington.

####





# DEPARTMENT OF TRANSPORTATION

TAD-49  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, October 20, 1969

DOT -- 22769  
Phone: (202) 963-5154

The Department of Transportation has asked Congress to create a legal framework to expedite the movement of freight in international commerce.

Under the proposed legislation, carriers engaged in the various modes and segments of international transportation could file joint rates, issue single through bills of lading and interchange or pool equipment and facilities.

"This Bill is necessary if modern container technology is to provide through systems of international, intermodal transportation," Secretary of Transportation John A. Volpe said in a letter transmitting the proposed legislation to the President of the Senate and the Speaker of the House.

"Carriers capable and desirous of jointly providing through intermodal service are presently restricted in reaching agreements on international joint rates and arranging for the interchange of equipment through documentation and uniform liability for loss and damage," he said.

The bill, known as the Trade Simplification Act, contains for each of the regulatory agencies involved -- the Interstate Commerce Commission, the Federal Maritime Commission and the Civil Aeronautics Board -- the jurisdiction it has over carriers subject to it. The Bill also grants to each agency jurisdiction over that part of the joint rate relating to a carrier subject to its jurisdiction.

"With the known needs of shippers for through service and the known desires of carriers to join together to provide such service, only the legal barriers stand in the way," Secretary Volpe said.

- more -

The legislation is intended to accomplish far more than could be done under the order of a single regulatory agency, since it provides for such conditions as:

- A single set of uniform tariff rules for all carriers governing the form and filing of joint rates.
- The filing of joint rates governing transportation from inland points in the United States to inland points abroad.
- Intermodal rates between air carriers and carriers of all other modes.
- Agreement for the interchange of transport equipment, such as containers and trailers, between carriers of different modes.
- A means for ocean carriers and groups of carriers to obtain antitrust exemption for dealing with inland carriers.
- Divisions of carrier revenues, as required by regulatory agencies.
- The use of a through bill of lading for the entire length of an international joint rate movement.

####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.  
October 21, 1969

DOT -- 22869  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe called today's delivery of Massachusetts' first helicopter to be used by the State Police a "new era in State traffic enforcement and surveillance."

The helicopter delivered to the Massachusetts Department of Public Safety was made possible by a grant of \$208,630 made by the Department of Transportation's Federal Highway Administration.

The matching grant, through the Federal Highway Administration's National Highway Safety Bureau is for the purchase of the helicopter, training of personnel in its use, and operating expenses for one year.

The grant was approved in February of this year shortly after Secretary Volpe, former Governor of Massachusetts, assumed his cabinet post.

"I am sure that this helicopter will provide much greater flexibility to the State Police in their job of enforcing highway laws and improving highway safety," the Secretary said. "I am proud to have played a small part in making this day possible."

The helicopter was accepted for the State by Commissioner of Public Safety William Powers. It will be based at the Norwood Airport near Boston, but will be used statewide.

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*FAA Library*

OCT 27 1969

FOR RELEASE 3:00 P.M.  
Friday, October 24, 1969

Acquisitions  
Section Rq 5124

DOT -- 22969  
Phone: (202) 963-5154

A \$31,066 grant to assist San Diego, California, in its mass transit improvement planning was announced today by Secretary of Transportation John A. Volpe.

Augmented by local contribution of \$15,534 from the City of San Diego and the San Diego County Comprehensive Planning Organization, the grant will underwrite a study of the San Diego bus transit system.

"I cannot stress too strongly the need to apply new ideas and concepts to public transit planning, if we are to avoid massive traffic congestion and an intolerably low degree of mobility in our urban areas," Secretary Volpe said.

The study will analyse current transit operations, project capital improvement and service needs for a ten-year period and examine possible innovations such as exclusive busways and bus lanes.

The grant was made by the Department of Transportation's Urban Mass Transportation Administration, headed by Carlos C. Villarreal.

San Diego received in May 1967, a \$3,951,000 grant which enabled the city to buy a privately operated bus transit company, to buy 100 new buses and remodel and improve transit facilities.

Completion of comprehensive and transportation planning may make San Diego eligible for a supplemental grant of \$1,317,000.

Project No. CAL-T9-8.

For further information: Walter Hahn, Jr.  
City Manager  
City of San Diego  
City Administration Building  
San Diego, California 92101

####



FOR RELEASE 3:00 P.M.  
Friday, October 24, 1969

DOT -- 23069  
Phone: (202) 963-5154

A Federal grant of \$23,306 to the Tampa Bay Regional Planning Council to assist transportation planning in Clearwater and the surrounding area of Pinellas County in Florida was announced today by Secretary of Transportation John A. Volpe.

"Transportation planning is a basic tool for guiding the development of entire regions, and mass transit can no longer be considered a device to relieve highway congestion. It is an instrument for creating better communities," Secretary Volpe said.

The Federal grant will be augmented by a contribution of \$11,654 from the member governments of the Central Pinellas Transit Committee.

The grant was made by the Department of Transportation's Urban Mass Transportation Administration, headed by Carlos C. Villarreal.

Clearwater and the surrounding area is served by Clearwater Transit, a privately owned bus system.

Although the area is growing rapidly in population and employment, Clearwater Transit has cut back service after experiencing financial deficits in 1966 and 1967. Only one-fifth of the area's population is served by the bus company.

"It is estimated that 33,000 of the area's population of 133,000 are more than 65-years old. The elderly are the primary users of public transportation and suffer most when quality and quantity of transit is reduced," Villarreal said.

The study will define immediate transit needs and propose methods to meet them.

Project No. FLA-T9-4

For further information: Norman H. Thompson, Acting Director  
Tampa Bay Regional Planning Council  
3151 Third Avenue North  
St. Petersburg, Florida 33713

####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

DOT 28 1969

FOR RELEASE MONDAY 3:00 P.M.  
October 27, 1969

DOT-- 23169  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the award of a \$44,886 contract to Booz, Allen and Hamilton, Inc. of Washington, D.C., to study the interchange and pooling of intermodal containers used primarily in international trade.

The contractor will study present methods of container interchange and pooling, determine the existing and developing requirements for intermodal containers in the export-import trade, and develop recommendations for improved interchange procedures.

The work will be done for the Office of Facilitation of the Department of Transportation.

####



FOR RELEASE TUESDAY  
October 28, 1969

DOT -- 23269  
Phone: (202) 963-5154

The appointment of five new members to the Citizens' Advisory Committee on Transportation Quality was announced today by Secretary of Transportation John A. Volpe.

The Committee was formed in October, 1968, and evaluates the quality of transportation programs from the citizen's viewpoint and acts as a sounding board in the selection of alternative technological solutions to transportation problems.

"The Committee provides the contact with the public needed to ensure that transportation technology is responsive to human needs," Secretary Volpe said.

Chairman of the Committee is Mrs. Henry W. Suydam, Jr., a Washington, D.C., housewife.

The new appointees are Leslie L. Blau of Newark, New Jersey; Leo Dow of Albuquerque, New Mexico; Addison Lanier of Cincinnati, Ohio; Mrs. Walter V. Magee, President of the General Federation of Women's Clubs, of Lakewood, Ohio; and Dana W. Reed, Assistant Deputy Controller of the State of California, Sacramento, California.

The other members continuing to serve on the Committee are: Captain Ralph S. Barnaby of Philadelphia, Pennsylvania; Mrs. Joan Begovich of Fullerton, California; Ray Denison of Washington, D.C.; Paul Finney, Business Week Magazine, New York, New York; Mrs. Mary Head of Oklahoma City, Oklahoma; Franklin Jarman, Jr., of Nashville, Tennessee and John Massey of Chicago, Illinois.

Also, Rev. H. Carl McCall of the Metropolitan Applied Research Center in New York, New York; Mrs. Patricia McDivitt of Houston, Texas; Mrs. Jane Rieker of Coconut Grove, Florida; James H. Smith of Palm Springs, California and Dr. Warren Wittreich of Bala Cynwyd, Pennsylvania.

####

*Handwritten signature/initials*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, October 29, 1969

DOT - 23369  
Phone: (202) 962-2928

Secretary of Transportation John A. Volpe today announced a new policy under which the results of motor vehicle standards compliance tests conducted by National Highway Safety Bureau contractors will be made public.

Secretary Volpe said proposals to make the test results public have been under consideration for several weeks by the Department of Transportation.

Volpe said monthly reports will be issued by the Federal Highway Administration containing the following information:

1. The compliance test reports completed with a brief summary of the contents and where they can be obtained;
2. New investigations initiated;
3. Investigations completed;
4. Listing of investigations in progress;
5. Investigations referred to the Department of Justice; and
6. Completed investigatory files released.

"It will be the policy of the National Highway Safety Bureau to initiate an investigation into any matter where unfavorable test results are produced," Secretary Volpe said. "Once the investigation is completed, the public will be duly informed of the Bureau's disposition of the matter."

He said that once the Department of Transportation, Federal Highway Administration or the National Highway Safety Bureau commences an investigation as a result of initial contractors' tests, or for other reasons, the file will be closed until the investigation is completed, at which time it will be opened to the public.



"Compliance tests conducted for the Bureau by outside contractors will be routinely made public with a standard executive summary shortly after the contractor's report is received by the Department of Transportation," Secretary Volpe said. "The full reports will be made available at the Clearinghouse for Federal, Scientific, and Technical Information for purchase, and will be available for review in a public file set up by the Motor Vehicle Safety Performance Service."

"Making compliance test results public," he said, "does not necessarily mean the Department of Transportation or the National Highway Safety Bureau endorses the results."

"Favorable tests results should not be interpreted as necessarily establishing that the vehicle or item of equipment is in conformity with any of the relevant Federal Safety standards; similarly, unfavorable test results should not be interpreted as establishing nonconformance with the Federal standards," Secretary Volpe said.

About 1,400 reports will be made public by the National Highway Safety Bureau starting November 10 in the Office of Performance Analysis, Riddell Building, Room 813, 1730 K Street, N.W.

The announcement today on making the compliance tests public follows a landmark safety settlement on Tuesday. Secretary Volpe announced then that General Tire and Rubber Company had agreed to pay \$50,000 in settlement of civil claims brought against the company for producing tires in alleged violation of the National Traffic and Motor Vehicle Safety Act.

Secretary Volpe said the settlement "firmly establishes the government's intention to enforce the Federal Motor Vehicle Safety Standards, and thus promote highway safety."

\*\*\*\*\*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.  
October 30, 1969

DOT - 23469  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today announced that aircraft using the Dade County, Florida, jet training facility will not be allowed to overfly Everglades National Park at less than 5,000 feet, except when instrument flight rules (IFR) prevail.

Under IFR, Secretary Volpe said, it may sometimes be necessary for separation safety for training facility traffic inbound or outbound south of Miami International Airport to cross a nine-square-mile corner of the Park at altitudes no lower than 3,000 feet.

The airport runway is oriented east-west and the practice take-off and landing patterns will lie north of the runway, Secretary Volpe noted, so that planes taking off or landing will not overfly the Park. Secretary Volpe also noted that these patterns will also avoid the Miccosukee Indian settlement along the Tamiami Trail.

"I approved these flight patterns," the Secretary said, "after withholding my approval of two instrument flight holding patterns to the south of the training facility. In my view, these patterns would have resulted in excessive flights at unacceptable altitudes over and adjacent to the Park."

Secretary Volpe added that he had directed the Department's Federal Aviation Administration to inform the airlines which will use the facility of the flight pattern limitations.

-more-



Secretary Volpe said the Department has been in close contact with the Dade County Port Authority, the operator of the training facility, and is greatly encouraged by the environmental safeguards being taken by the Authority.

These include: the construction of culverts sufficient to maintain historic water flow; a prohibition on fueling aircraft at the facility except on an emergency basis and strict procedures governing emergency fueling; the exclusion of detergents and pesticides; fencing of the operating area to keep animals away from danger; and a program with the U. S. Geological Survey to monitor air pollution.

"The Port Authority has assured us of its willingness to continue to cooperate in establishing any additional environmental safeguards which may appear desirable," Secretary Volpe said. "The Authority is presently negotiating with the University of Miami to develop and implement a training airport operation monitoring program to determine during the next two years any additional environmental management safeguard which may be necessary.

"In addition," Secretary Volpe continued, "both Dade and Collier Counties have announced a two-year moratorium on the granting of any zoning changes in the area. There is no assurance, of course, against ultimate development, so long as the land remains in private hands, but this action appears to be a significant move to control residential and commercial development."

Secretary Volpe, at a joint press conference on September 10 with Secretary of Interior Walter Hickel and Florida Governor Claude Kirk, announced that the three had agreed "that the Everglades National Park should not and will not be damaged."

He added, however, that it appeared that a training facility -- with proper safeguards -- would not harm the Park.

A National Academy of Sciences-National Academy of Engineering study of South Florida that focused on the Everglades Park has since concluded that a training facility near the Park should not cause damage to the delicate ecological balance in the Park, if proper safeguards are instituted.

\*\*\*\*\*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

*W.A. Library*

OCT 31 1969

AC - 11000  
Section Hq 810A

FOR FRIDAY A.M. RELEASE  
October 31, 1969

DOT - 23569  
Phone: (202) 962-3928

Secretary of Transportation John A. Volpe today asked drivers to use more than normal caution during the observance of Halloween on October 31.

"It is unfortunate that a celebration devoted to fun and marked by high spirits contains such a high potential for tragedy, Secretary Volpe observed.

"Young children walking the streets, many in costumes which decrease vision and visibility, should provide a great incentive for drivers to operate at lower speeds and with greater caution," Volpe said.

oo0oo





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
October 31, 1969

DOT -- 23769  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe has been commended by the Advisory Board on National Parks, Historic Sites, Buildings and Monuments for his refusal to grant Federal highway funds for the proposed New Orleans Riverfront Expressway.

The Expressway would have passed through the city's Vieux Carre, the historic "French Quarter."

In its commendation the Advisory Board praised Secretary Volpe for "his forthright action in behalf of the preservation of the historic district of the Vieux Carre."

When announcing its decision, Secretary Volpe said: "A careful review of the highway proposal and the positions of various interests convinced me that the public benefits from the proposed highway would not be enough to warrant damaging the treasured French Quarter."

The route of the proposed Expressway would have separated the French Quarter from the Mississippi River levee and waterfront. Local highway and planning agencies had approved the route but it was a subject of controversy in New Orleans and nationally among preservationists and conservationists.

Commenting today upon receipt of the commendation from the Advisory Board, Secretary Volpe said: "Naturally, I was pleased to receive the commendation as I was with the many favorable comments from those interested in the New Orleans decision. I am surprised, however, at the uniqueness so many attributed to the action."

"This Administration has demonstrated its responsiveness to the growing national concern for a need of balance between human engineering and environmental values. A major mission of the Department of Transportation is to ensure that transportation systems help to resolve land use problems, not complicate them. We also strive to make sure that transportation systems are compatible with the Nation's great natural environment."

\_more -

The commendation to Secretary Volpe was voted unanimously by the membership of the Advisory Board on National Parks Historic Sites, Buildings and Monuments, which was established in the Department of the Interior by the Historic Sites Act of 1935.

Those signing the commendation were: James W. Whittaker, Paul L. Phillips, Mrs. Lady Bird Johnson, Anthony A. Buford, and Melvin M. Payne.

Also, Joe B. Frantz, Loren C. Eiseley, Nathaniel A. Owings and Duward L. Allen.

The text of the commendation reads as follows:

"Whereas the Historical Sites Act of 1935 (49 Stat. 666) declared that it is national policy to preserve for public use historical sites, buildings, and monuments of national significance for the inspiration and benefit of the people of the United States, and established the Advisory Board on National Parks, Historic Sites, Buildings and Monuments to advise on these matters; and

"Whereas upon recommendation of the Board, the Cabildo, Jackson Square, and the Ursuline Convent in the Vioux Carre District of New Orleans have been found to possess historic integrity and national significance, and designated as national historic landmarks; and

"Whereas the entire Vieux Carre as bounded by the Mississippi River, Esplanade Avenue, and Canal and Rampart Streets subsequently has been recommended by the Advisory Board as a historic district eligible for national landmark designation; and

"Whereas Secretary of Transportation John A. Volpe has determined that the transportation needs of the city of New Orleans will be served in ways that preserve the historic association of the Vieux Carre and the Mississippi River, and avoid visual and physical encroachment upon this historic setting.

"Be it resolved that the Advisory Board on National Parks, Historic Sites, Buildings and Monuments commend Secretary of Transportation John A. Volpe for this forthright action in behalf of the preservation of the historic district of the Vieux Carre."

####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
October 30, 1969

DOT -- 23669  
Phone: (202) 963-5154

A proposed requirement for the immediate reporting of serious incidents in the transportation of hazardous materials and a uniform intermodal reporting system of all hazardous materials incidents was announced today by Secretary of Transportation John A. Volpe.

"The National Transportation Safety Board's review of hazardous materials transportation accidents in the past year points up the need for a centralized and coordinated system within the Department of Transportation to collect, process, and disseminate information among the modes for the purpose of improving the safety of hazardous materials transport," Secretary Volpe said.

The proposed requirements will apply to carriers transporting hazardous materials by rail, highway, air, water, and pipeline.

In the case of serious incidents, the proposed regulation would require an immediate report by telephone to the Department of Transportation. The carrier would be required to report the essential items of information necessary for the operating administrations of the Department and the National Transportation Safety Board to determine what immediate action should be taken.

The uniform, intermodal reporting system will facilitate the establishment of a clearinghouse within the Department's Office of Hazardous Materials for data collection and evaluation and in determining the effectiveness of existing regulations and in developing hazardous materials regulations.

The proposed regulations, formulated by the Hazardous Materials Regulation Board of the Department of Transportation, have been published in the Federal Register.

Interested persons are invited to submit their comments to the Secretary, Hazardous Materials Regulation Board, Department of Transportation, 400 Sixth Street, S.W., Washington, D.C. 20590

####